

# WATERFRONT NEWS

## MAUNA KEA'S LINE INDENTED MIZZENMAST

The line which the Mauna Kea first used aboard the Celtic Chief on the first day's trial to bring the British ship off the reef, not only parted, but made an indentation on the Celtic Chief's mizzenmast. The line was passed about this mast, and the Mauna Kea did her level best to get something loose, particularly the stranded ship. But the line parted, and when the broken end aboard ship was unwound from the mast it was found the line had sunk deep into the big stick.

It is expected that today the various steamship companies will go into court with their claims for salvage. The Inter-Island company may claim \$25,000; Miller Salvage Company, \$15,000; Young Brothers, \$5,000. The Inter-Island may claim \$50,000, as it had three to four vessels engaged in working on the ship, and in addition had small boats out transferring fertilizer cargo from the Celtic Chief to small steamers, to lighten the vessel.

The Celtic Chief's captain has never before been in Hawaiian waters, and his first experience looks to be a costly one for his vessel's owners. The British consul will hold a hearing for the British captain. Pilot Macanlay, who was aboard the vessel from Sunday evening until she was pulled off the coral, will probably hand in a lengthy report to Superintendent of Public Works Campbell this week.

The Celtic Chief is one of the vessels that still bear painted counterfeits of the old-day gun portholes. In the old days of wooden warships, portholes for gun work looked like the painted ones of today. When traders began plying in oriental, and particularly in Chinese and Malay, waters, they were often attacked by pirates. The peaceful merchantmen finally painted portholes on the sides of the ships, and this device served to deceive pirates.

### Tuning-Out Device.

Wireless Operator Mulroney aboard the Makura is using the very latest tuning-out devices, by which he is able more closely to connect up with the station he desires to "talk" with.

### Lurline Sails on Seventeenth.

When the Matson steamship Lurline sailed for Kahului last evening it was learned that she would return here on Tuesday and load and be ready to return to San Francisco on Friday, December 17, at ten o'clock in the forenoon. This will put her in San Francisco on Friday, December 24, the day before Christmas, and will leave time enough almost for Christmas packages to be delivered in California on Christmas Day or the day after. The departure of the Lurline on the seventeenth is due to the desire of the agents and Captain Weeden to accommodate Honolulu in the matter of an extra opportunity to get Christmas presents to friends on the Coast at the right time.

### Matson's Wilhelmina.

The officials of the Matson Navigation Company will soon be in receipt of information concerning the speed tests of their new steamer Wilhelmina, which will soon begin her voyage from the shipyards at Newport News, on the Atlantic, for this Coast. The fine big steamer is practically completed, and her arrival here after a voyage of about sixty days, via the Strait of Ma-

gellan, will mark an epoch in local maritime history.

The placing of the Wilhelmina in the Pacific service is calculated to lend an impetus to the freight and passenger business between this port and Hawaii, as well as to stimulate shipping on the Sound. It is reported that with the inauguration of the new service the Oceanic Steamship Company will put on another steamer to run with the Alameda between San Francisco and Honolulu. This will in all probability be the Sierra, which is now being extensively remodeled and fitted for fast service. The American-Hawaiian Steamship Company, it is said, is also planning to get some of the business which will naturally fall to the new line, and to this end will increase its fleet and sailings to the Islands after the first of the year.

It was said yesterday that the Matson company was negotiating for a new wharf. The one, Howard No. 3, occupied by the company at present is hardly big enough to take care of the Wilhelmina and the other steamers and sailing vessels flying the Matson house flag. The new concrete pier No. 38 is said to be ideal for the steamship company's requirements.—Chronicle.

### Inspectors Worked Hard.

The force of customs inspectors had a strenuous week, with so many steamers and sailing vessels in port, and with big cargoes being delivered. Some of the night-shift men worked extra, and the day men put in extra time also. One of the customs men said this was the hardest week any of them had had in a long time.

### We Have 25,688 Ships.

The total documented shipping of the United States on July 1, 1909, comprised 25,688 vessels of 7,388,755 gross tons, a larger tonnage than under any foreign flag except the British, 18,800,000, according to the report of the commissioner of navigation made recently to Secretary Nagel of the department of commerce and labor at Washington, D. C.

American shipping is almost wholly engaged in domestic commerce, and 6,501,250 tons are enrolled or licensed for this purpose, while Germany's 4,266,000 gross tons are almost wholly, of course, in foreign trade. American tonnage registered for foreign trade amounts to only 887,505 tons, a loss of 53,000 tons since last year, and much of the tonnage yet registered is permanently laid up. The Great Lakes employ 2,782,481 gross tons.

During the fiscal year shipbuilding shared in the general business depression here and abroad, and only 1247 vessels of 238,000 gross tons were built, the smallest amount since 1898. In Great Britain, however, shipbuilding also declined from 1,580,000 tons to 914,000 tons. Prospects and contracts show a decided improvement in shipbuilding at home during the current fiscal year.

Tonnage duty amounted to \$1,052,374, a decrease of \$24,197. American ships paid \$80,397. British ships \$595,737. German ships \$149,879. The United States paid British and German ships for carrying its mails, however, more than these amounts. The exemption of vessels in fresh water trades from tonnage tax is recommended. Under the new tariff law five foreign built yachts have paid \$35,854 taxes since September. The constitutionality of the law has been questioned by some yacht owners, and awaits judicial determination. Shipping commissioners shipped and discharged 341,980 men (counting repeated voyages) on American ships. Only 49 per cent. of the crews of those

ships are American citizens, born or naturalized.

Laws enacted in 1895, when motor or power boats were practically unknown, prescribe equipment unnecessary on the smaller types of these boats, and modification of those laws is recommended.

The bill requiring wireless apparatus on ocean passenger steamers is favored. The report recommends various changes in the navigation laws, but is principally devoted to a consideration of the subsidy question.

Mail subsidies, admiralty subventions and navigation bounties of foreign nations are considered at some length in the report. Commissioner Chamberlain shows that under these heads, including also ship building and fisheries bounties and retainers for naval reserves, these expenditures now amount annually to \$46,896,000. The United States for ocean mails in 1908 paid to American steamers \$1,467,255, and to foreign steamers \$1,228,032, our subsidies being less than those paid by Canada.

### Notice to Mariners.

San Francisco, December 2, 1909. ALCATRAZ ISLAND, CALIFORNIA.

Notice is hereby given that on December 1, 1909, the light at this station was moved to and established in the new tower built about 40 feet 156 deg. true, (SE. 5-16 S. mag.) from the old light.

The light is 214 feet above the water and 84 feet above the ground, and is shown from a gray, octagonal, pyramidal, concrete tower surmounted by a black cylindrical lantern, rising from a gray dwelling with red roof, and should be visible about 21 miles in clear weather, the observer's eye 15 feet above the water.

The approximate geographic position of this light, as taken from Coast and Geodetic Chart No. 5532, is: Latitude, north, 37 deg. 49 min. (28 sec.); longitude, west, 122 deg. 25 min. (21 sec.).

Angel Island, right tangent, 6 deg. 45 min. true (N. by W. mag.); Goat Island, right tangent, 113 deg. 00 min. true (E. 7-16 S. mag.); Fort Point Lighthouse, 250 deg. 45 min. true (SW. 11-16 W. mag.).

### CARQUINEZ STRAIT, CALIFORNIA.

Notice is hereby given that Selby Wharf Light, fixed red, will be established this day at the west end of Selby Wharf, entrance to Carquinez Strait, California, on the following bearings:

The California Redwood Company's wharf, right tangent, 66 deg. 00 min. true (NE. 1-4 E. mag.); Mare Island Lighthouse, 335 deg. 00 min. true (NW. 3-16 N. mag.); Starr Mills, northwest corner, 359 deg. 00 min. true (N. by W. 11-16 W. mag.).

### Shipping Notes.

Purser Logan of the Kinau reports the following sugar on Kauai awaiting shipment: K. S. M., 3270 bags; V. K., 2000; M. A. K., 7600; McB., 3300; G. & R., 591; K. P., 304.

Included in the cargo list of the Ke Au Hou were 30 head cattle from the Molokai Ranch, 5 crates turkeys, 28 crates chickens, 63 pigs, 40 bags corn, 291 bags charcoal.

### PORT OF HONOLULU.

#### ARRIVED.

Sunday, December 12.  
Str. Keauhou, from Molokai and Maui ports, 1:50 a. m.  
Str. Noeau, from Kealia, 3:25 a. m.  
Str. Kinau, Gregory, from Kauai ports, 3:30 a. m.  
Str. Iwalani, from Hawaii ports, 5:50 a. m.

#### DEPARTED.

M. N. S. S. Lurline, Weeden, for Ka-

hului, 9:15 p. m.

#### DUE TODAY.

U. S. A. T. Logan, from San Francisco, p. m.  
P. M. S. S. Asia, from San Francisco, p. m.  
Br. S. S. Swanley, from Funchal, with immigrants, p. m.

#### SAIL TODAY.

Str. Noeau, for Kauai ports; general cargo.

#### DUE TOMORROW.

Str. Mauna Loa, from Kona and Kau ports.

#### SAIL TOMORROW.

Str. Mikahala, for Maui and Molokai ports, 12 noon.  
Str. Kinau, for Kauai ports, 5 p. m.  
Str. Mauna Kea, for Maui and Hawaii ports, 12 noon.

#### DUE FRIDAY.

O. S. S. Alameda, from San Francisco, a. m.

#### SAIL FRIDAY.

M. N. S. S. Lurline, Weeden, for San Francisco, 10 a. m.

#### PASSENGERS.

##### Arrived.

Per str. Kinau, from Kauai ports,

## PINEAPPLE PLANTATION FOR SALE

A rare opportunity to own a splendid plantation. The tract has no waste land; every foot of the entire 27 acres is planted in pines, which will come into bearing soon. There is a 20x40 house, stable, water tanks, two mules, horse, two wagons, harness and farming implements. This property is situate on a good road and within easy distance from the railroad.

TRENT TRUST CO., LTD.

Dec. 12.—H. P. Faye, Mrs. Geo. Piltz and children, Hora, J. K. Naruse, Miss M. Smith, J. H. Jones, T. R. Robinson, S. K. Jim, Mrs. C. H. Jennings, G. M. Nicol, Mrs. Waipa, J. Abreu, A. A. Deas, Mrs. R. D. Moler, C. Horswill, Mrs. Abreu, M. Mike, Mrs. Kapahu, Mrs. Freitas, C. H. McBride, Miss K. Hapai, Mrs. L. S. Hjorth, John Malaca, Kala, Suveoka, J. J. Silva, Fred McClellan, Miss L. Spencer, D. L. Austin, W. W. Chamberlain, A. N. Campbell, Master Moler, H. B. Odell, A. S. Downey.  
Per str. Noeau, from Kealia, Dec. 12.—W. E. Smith.  
Per str. Ke Au Hou from Molokai and Maui ports, Dec. 12.—Otto Wix, Mrs. E. K. Duvauchelle, J. D. McVeigh, Miss C. Akina, D. McCorriston, A. K. Smythe.

#### VESSLS IN PORT.

##### (Army and Navy.)

Iroquois, U. S. station tug, Shepley.  
Kukui, U. S. lighthouse tender, Midleton.

##### (Merchant Vessels.)

Alexander Isenberg, Ger. bk., Behring, Hamburg, Nov. 19.  
Churchill, Am. sch., Columbia River, Dec. 5.  
Celtic Chief, Br. shp., Hamburg, Dec. 5.

Danlless, Am. schr., Jonsien, Grays Harbor, Nov. 26.  
James Rolph, Am. schr., Olsen, Port Ludlow, Dec. 5.  
Kailani, Am. bk., Colly, Auckland, Sept. 20.  
Nuanuu, Am. bk., Josselyn, New York, Dec. 8.  
Robert Lewers, Am. schr., Anderson, Port Ludlow, Nov. 24.

#### TRANSPORT SERVICE.

Buford, ar. S. F. from Hon., Oct. 15.  
Dix, from Seattle for Manila, via Hon., Dec. 6.  
Logan, from San Francisco for Hon., Dec. 6.  
Thomas, from Hon. for San Francisco, Dec. 7.  
Sheridan, at Manila, Dec. 3.

#### MAILS.

Mails are due from the following points as follows:  
San Francisco—Per Asia, today.  
Yokohama—Per Korea, Dec. 20.  
Vancouver—Per Aorangi, Jan. 8.  
Colonies—Per Moana, Jan. 5.

Mails will depart for the following points as follows:  
San Francisco—Per Lurline, Dec. 17.  
Yokohama—Per Asia, tomorrow.  
Vancouver—Per Moana, Jan. 5.  
Colonies—Per Aorangi, Jan. 8.

On the wings of the New  
Bringing presents to You.

We have just had made  
to our order in the Ori-  
ent, four

EMBROIDERED  
EVENING CAPES,  
two of real pongee and  
two of Japanese silk; the  
former are natural color,  
one of the latter is blue,  
the other champagne.

Keep these in mind  
when making up your  
list of gifts.

Prices \$30 and \$35.

B. F. Ehlers & Co.